

County of Grande Prairie #1

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MOUNTVIEW  
INDUSTRIAL  
AREA STRUCTURE PLAN

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Infrastructure Systems  
November, 1999

# **MOUNTVIEW INDUSTRIAL AREA STRUCTURE PLAN**

**Infrastructure Systems Ltd.**

**November, 1999**



**BY-LAW NO. 2462 OF THE  
COUNTY OF GRANDE PRAIRIE NO. 1**

A by-law of the County of Grande Prairie No. 1 in the Province of Alberta, to adopt the attached Area Structure Plan for the North East Quarter of Section Nineteen (19), Township Seventy One (71), Range Six (6), West of the Sixth Meridian.

**WHEREAS** the Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1 and amendments thereto, authorizes a Council to provide a framework for the subdivision and development of an area of land within the Municipality; and

**WHEREAS** the Council of the County of Grande Prairie No. 1 has properly notified the owners of land within the development area, pursuant to provisions of the Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1, and amendments thereto.

**NOW THEREFORE** the Council of the County of Grande Prairie No. 1 duly assembled, hereby enacts as follows:

1. That this By-law shall be known as the "MOUNTVIEW INDUSTRIAL AREA STRUCTURE PLAN BY-LAW".
2. That the Mountview Industrial Area Structure Plan By-law shall provide the framework and policies for future development of the land described therein.
3. That the Mountview Industrial Area Structure Plan document is attached to this by-law as an appendix and forms part of this by-law.
4. That this by-law shall take effect on the date of its final passage by Council.

READ A FIRST TIME THIS 22nd day of November, A.D., 19 99.

  
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REEVE

  
\_\_\_\_\_  
COUNTY ADMINISTRATOR

APPROVED THIS 14<sup>th</sup> DAY OF Dec A.D. 1999.

  
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for MINISTER, ALBERTA INFRASTRUCTURE

*January* READ A SECOND AND THIRD TIME AND FINALLY PASSED THIS 4th DAY OF A.D. 19 2000

  
\_\_\_\_\_  
REEVE

*Acting*   
\_\_\_\_\_  
COUNTY ADMINISTRATOR



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## LIST OF EXHIBITS

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3	Topography and Surface Drainage .....	Following Page 3
4	Development Concept .....	Following Page 5
5	Servicing Concept .....	Following Page 7
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## 1.0 INTRODUCTION

The Mountview Industrial Area Structure Plan has been prepared on behalf of Mountview Trailer Sales (1983) Ltd., the owner of the land in question. This Plan is required to facilitate the future subdivision and development of the subject site as a light industrial park.

This Area Structure Plan has been prepared in accordance with the Municipal Government Act, and the Grande Prairie Joint General Municipal Plan.

The primary objective of this Plan is to provide a framework for the development the subject lands for industrial purposes in a manner that is consistent with the goals, objectives and policies of the County of Grande Prairie No. 1. In addition, as the site fronts a primary highway, the requirements of Alberta Transportation and Utilities have also been accommodated. It establishes the future land use and circulation pattern proposed for the site, and provides details respecting proposed servicing for the area.



## **2.0 GOALS AND OBJECTIVES**

The Mountview Industrial Area Structure Plan has been prepared in accordance with the following goals and objectives.

### **2.1 Goals**

1. To provide a sound planning framework for the future development of the Plan area that is consistent with the goals of the County of Grande Prairie No. 1.
2. To contribute to the continued economic development of the Grande Prairie area through the development of the plan area for light industrial purposes.
3. To protect and maintain the operational safety and integrity of the Highway 43 corridor.

### **2.2 Objectives**

1. To provide new opportunities for industrial development in the County of Grande Prairie No. 1.
2. To establish an efficient and economical development concept for the Plan area.
3. To foster a high aesthetic standard of design for the Plan area.

## **3.0 THE DEVELOPMENT AREA**

### **3.1 Plan Area**

The land affected by this Area Structure Plan is located 2.4 km (1.5 miles) west of the City of Grande Prairie as shown on Figure 1, and is legally described as the Northeast of Section 19, Township 71, Range 6, West of the 6<sup>th</sup> Meridian. The land area affected totals 51.8 hectares (128.1 acres).

The site is bounded to the north by Highway 43 and a newly constructed service road, to the east by a local road, to the south by a creek and a country residential parcel of 6.89 hectares (16.96 acres), and to the west by agricultural lands. Major land uses in the immediate vicinity include Superior Propane and a storage yard to the east, the Grande Prairie airport to the northeast, and the Nordhagen residential subdivision to the northwest.

### **3.2 Existing Land Use**

The primary land use on the site is the Mountview Trailer Sales yard, located on the east side of the quarter section as shown in Figure 2. Development on this site, which is not subdivided, consists of an office/shop complex and a large pole shed. The balance of the site is graveled and utilized for inventory storage. Mature trees bound the Mountview site on all sides.

Immediately north of the Mountview yard is an area of fenced pasture, approximately 3.4 hectares (8.3 acres) in size. The balance of the Plan area consists of cultivated agricultural land. An oil lease site abuts the west boundary of the Plan area, but the access to this facility from the service road is located on the adjacent quarter.

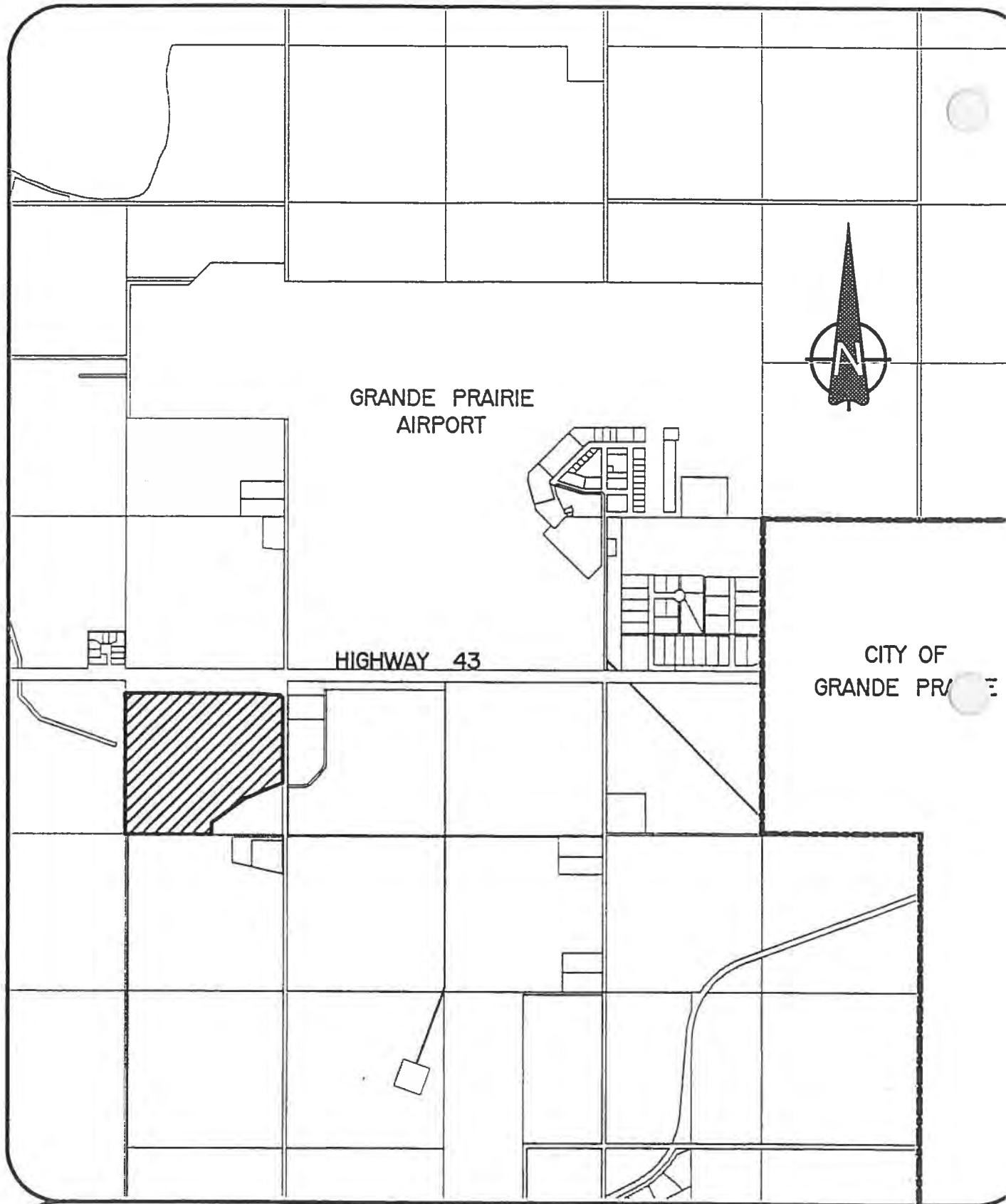
There is a 73 mm (2.9") high-pressure gas line located within the Highway 43 right-of-way along the north side of the property. A 26.7 mm (1") gas line is located on the east side of the Plan area. There are no utility corridors traversing the site.

### **3.3 Topography**

The Plan area is characterized by high ground located at the north and northwest portions of the quarter section, and slopes to the south and east. Elevations range from approximately 674 m (2,211 ft) at the northwest corner to 653 m (2,142 ft) at the southwest corner of the quarter. Grades range from 1.5% from west to east at the north end, to as much as 2.6% running north to south on the west side of the quarter.

The surface drainage pattern of the site is illustrated on Figure 3. The majority of the surface drainage is directed towards the southwest, and

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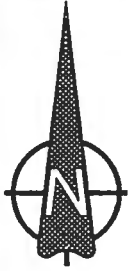
MOUNTVIEW INDUSTRIAL  
AREA STRUCTURE PLAN

 PLAN AREA

Figure 1  
LOCATION MAP

HIGHWAY 43

NORTHWESTERN UTILITIES R/W



PAN-CANADIAN LEASE ROAD

PAN-CANADIAN LEASE

PASTURE

NE 19-71-6-6

MOUNTVIEW TRAILER SALES

CULTIVATED LAND

RESIDENCE




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### MOUNTVIEW INDUSTRIAL AREA STRUCTURE PLAN

Figure 2

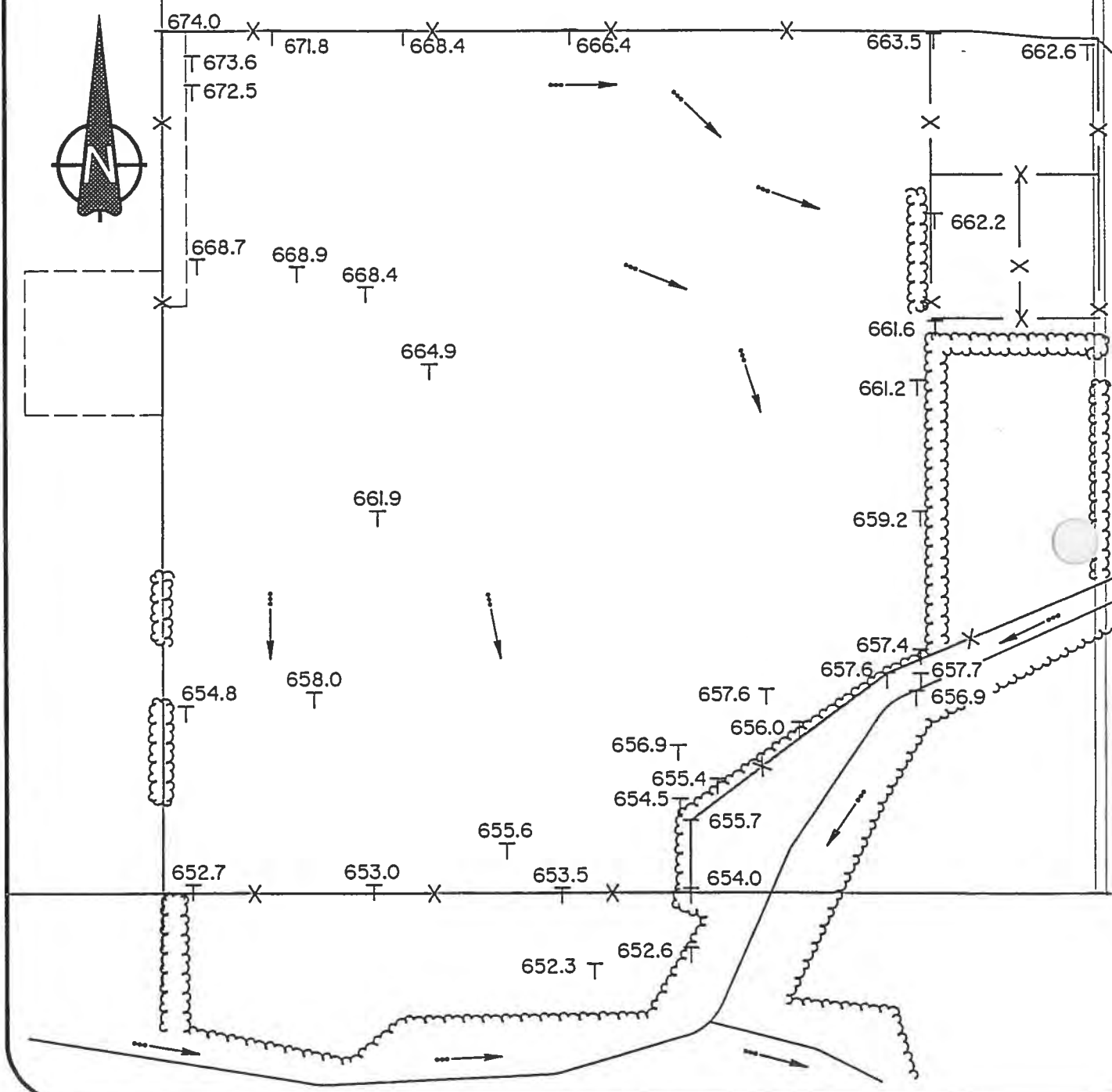
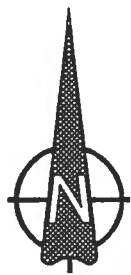
EXISTING LAND USE

#### LEGEND

-  TREED AREA
-  FENCE LINE
-  CREEK

HIGHWAY 43

NORTHWESTERN UTILITIES R/W








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### MOUNTVIEW INDUSTRIAL AREA STRUCTURE PLAN

### Figure 3 TOPOGRAPHY & SURFACE DRAINAGE

#### LEGEND

-  TREE AREAS
-  X - FENCE LINE
-  CREEK
-  ELEVATION (APP)
-  DIRECTION OF FLOW

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ENGINEERS PLANNERS  
LANDSCAPE ARCHITECTS

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subsequently into the creek located south of the quarter line. A low berm located along the west side of the Mountview Trailer Sales yard serves to divert surface water to the south. In addition, some drainage from the northeast portion of the quarter runs toward the ditch adjacent to the local road.

### **3.4 Policy Framework**

#### **3.4.1 Grande Prairie Joint General Municipal Plan**

The Grande Prairie Joint General Municipal Plan was recently amended, changing the designation of the subject site from Agriculture to County Industrial, in order to accommodate this proposed development.

The policies of the Joint Plan apply to all new developments located in close proximity to the City of Grande Prairie. The Joint Plan requires that Area Structure Plans be prepared for all areas designated for future County Industrial development. The Plan also recommends that development be planned with a low building to site area ratio in order to discourage the provision of high-density developments in the rural area. The design concept proposed in this Area Structure Plan is consistent with this policy.

#### **3.4.2 County of Grande Prairie Land Use Bylaw**

The subject lands are currently designated as Agricultural-General (AG-1) in the Land Use Bylaw. In order to facilitate the development of these lands for industrial purposes, it is intended that the Plan area be redesignated to a new Rural Industrial (RM-1A) District as a prerequisite to subdivision.

#### **3.4.3 Grande Prairie Airport Vicinity Protection Area**

The subject lands are not located within the Grande Prairie Airport Vicinity Protection area (AVPA). However, given the close proximity of the airport, the AVPA restrictions on building height do apply to the Plan area. The issue of building height will be addressed at the time of development permit application.

## 4.0 DEVELOPMENT CONCEPT

### 4.1 Land Use Plan

A detailed breakdown of land uses proposed for the Mountview site is provided in Table 1. The overall development concept proposed for the area is illustrated in Figure 4.

It is proposed that the area be developed as a light industrial park, accommodating such uses as contracting business, equipment storage and repair facilities, and similar uses<sup>1</sup>.

Table 1 - Land Use Area Estimates

Land Use	Land Area		Percent of Land Area
	Hectares	Acres	
Total Developable Area	51.80	127.99	100.0
Industrial Lots	45.15	111.56	87.2
Public Utility Lots (Storm Ponds)	2.32	5.73	4.4
Internal Roads	4.33	10.70	8.4

It is intended that 25 lots be developed, ranging from 1.13 ha (2.79 ac) to 4.19 ha (10.35 ac) in size. The largest lot, located on the east side of the Plan area, is intended to accommodate the existing Mountview Trailer Sales site<sup>2</sup>.

Given the high visibility of the site due to its proximity to the Highway 43 corridor, the maintenance of an attractive appearance and avoiding unsightly or noxious land uses is a priority of the owner. A high aesthetic standard is proposed through the planting of trees along the highway frontage, and a high landscaping standard for individual lots will be incorporated into the proposed Land Use Bylaw amendment identified in Section 2.3.2. In addition, for those lots located in the first phase<sup>3</sup> of the development, it is intended that all external storage areas be screened from view from the travelling public. Further, a uniform standard of fencing will be provided throughout the Plan area.

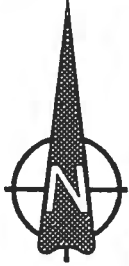
<sup>1</sup> Depending on market conditions and future highway routing plans in the area, the development of a truck stop may also be pursued.

<sup>2</sup> In the event that a truck stop is developed, approximately six of the lots located in the northeast quadrant of the Plan area (north of the internal road) will be consolidated into a single parcel of approximately 9.7 ha (24 ac).

<sup>3</sup> See Section 4.3.

HIGHWAY 43

NORTHWESTERN UTILITIES R/W



+/- 1.92 ha  
(4.23 Ac)

+/- 1.66 ha  
(4.10 Ac)

+/- 1.71 ha  
(4.23 Ac)

+/- 1.61 ha  
(3.98 Ac)

+/- 1.52 ha  
(3.76 Ac)

+/- 2.11 ha  
(5.21 Ac)

+/- 1.67 ha  
(4.13 Ac)

+/- 1.73 ha  
(4.27 Ac)

+/- 1.61 ha  
(3.98 Ac)

+/- 1.61 ha  
(3.98 Ac)

+/- 1.92 ha  
(4.74 Ac)

+/- 1.38 ha  
(3.41 Ac)

+/- 0.40 ha  
(0.99 Ac)

+/- 1.44 ha  
(3.55 Ac)

+/- 1.49 ha  
(3.69 Ac)

MOUNTVIEW  
TRAILER  
SALES

+/- 1.92 ha  
(4.74 Ac)

+/- 1.21 ha  
(2.98 Ac)

+/- 1.83 ha  
(4.52 Ac)

+/- 1.64 ha  
(4.05 Ac)

+/- 4.19 ha  
(10.35 Ac)

+/- 2.32 ha  
(5.73 Ac)

+/- 1.13 ha  
(2.79 Ac)

+/- 1.75 ha  
(4.32 Ac)

DRAINAGE  
EASEMENT  
TO CREEK

PUBLIC UTILITY LOT  
(STORM POND)

+/- 1.92 ha  
(4.74 Ac)

+/- 2.23 ha  
(5.51 Ac)

+/- 1.90 ha  
(4.70 Ac)

+/- 1.65 ha  
(4.07 Ac)

ALL AREAS AND DIMENSIONS ARE APPROXIMATE.  
PRECISE MEASUREMENTS TO BE DETERMINED  
AT TIME OF LEGAL SURVEY.

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MOUNTVIEW INDUSTRIAL  
AREA STRUCTURE PLAN  
Figure 4  
DEVELOPMENT CONCEPT

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## 4.2 Engineering Design

### 4.2.1 Road Network

Primary access to the Plan area is to be obtained from the local road to the east. A secondary access point is proposed from the Highway 43 service road located at the north side of the quarter section. As the service road comes to a dead-end at the northwest corner of the Plan area, all vehicle access to and from Highway 43 is to be directed to the intersection to the northeast<sup>4</sup>.

Vehicle circulation is to be accommodated by a looped internal road system that is constructed within a 30 m (98 ft) right-of-way. All roads are to be developed to a rural standard in accordance with County requirements. In addition, for aesthetic purposes it is proposed that the internal road be paved<sup>5</sup>.

As part of internal road construction, the existing access road into the Pan-Canadian lease is to be removed and integrated with the road network as illustrated in Figure 4.

### 4.2.2 Servicing

There are no municipal services within the Plan area or in the immediate vicinity. In order to service the Plan area, private water supply and sewage disposal systems will be installed in accordance with Provincial regulations at the time of building construction<sup>6</sup>. In the event that municipal services are extended to the Plan area in the future, it is intended that the infrastructure be developed within the proposed road rights-of-way.

In order to accommodate and control surface drainage, two stormwater retention ponds<sup>7</sup> are proposed: one is to be located within the first phase of the development on the north-central portion of the quarter section, while a second pond is to be situated at the southwest corner of the Plan area as indicated in Figure 5. It is intended that all storm water<sup>8</sup> be collected

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<sup>4</sup> Analysis of the Highway 43 intersection indicates that the west-to-south and east-to-south turning radii conform to the Alberta Infrastructure WB 36 standard. The south-to-east turning radius conforms to the WB 33 standard. In addition, the acceleration/deceleration lanes have been constructed to a length of between 100 and 110 metres. As a result, the design of the intersection does not preclude the entry of large vehicles into the Plan area.

<sup>5</sup> Subject to further consideration at the time of development. Circumstances may dictate that paving be limited to the first phase of the development, or that the internal road system be developed to a gravel standard.

<sup>6</sup> Prior to subdivision taking place, soil and water well testing will be provided to demonstrate that current water supplies and soil conditions are sufficient to accommodate the proposed development.

<sup>7</sup> It is also intended that these ponds be utilized as a source of water for on-site fire protection in accordance with Fire Department requirements.

<sup>8</sup> Alternatively, on-site stormwater management may be employed for those lots located at

through roadside ditches and directed to these storm ponds, the size of which will be determined at the time of detailed engineering design. Discharge from the north pond may be directed to roadside ditches, while excess water from the second pond may be discharged to the creek to the south, the right-of-way for which will need to be secured by easement from adjacent landowner(s).

All shallow utilities shall be constructed in accordance with the requirements of the utility companies. In order to maintain a high aesthetic standard, it is proposed that all utilities, including power<sup>9</sup>, be installed underground.

#### **4.2.3 Lot Grading**

A lot grading plan will be prepared by the Developer in accordance with County standards, with the intent that all future building projects conform to the grading plan.

The grading plan is intended to ensure that surface drainage from all lots is directed to the roadside ditches and storm retention ponds as provided in Section 4.2.2.

#### **4.3 Phasing**

It is intended that the proposed industrial park be developed in three primary phases as indicated in Figure 6. The first phase will consist of that portion of the Plan area that fronts on the service road, as well as the north leg of the internal road system (including the realigned Pan-Canadian access road) and the north storm pond. The south storm pond is proposed for later phases of development.

#### **4.4 Municipal Reserve**

In accordance with the Municipal Government Act, a maximum of 10% of the Plan area (5.18 ha) may be provided as municipal reserve. Given the nature of the proposed development, it is intended that municipal reserve be provided to the County as cash-in-lieu.

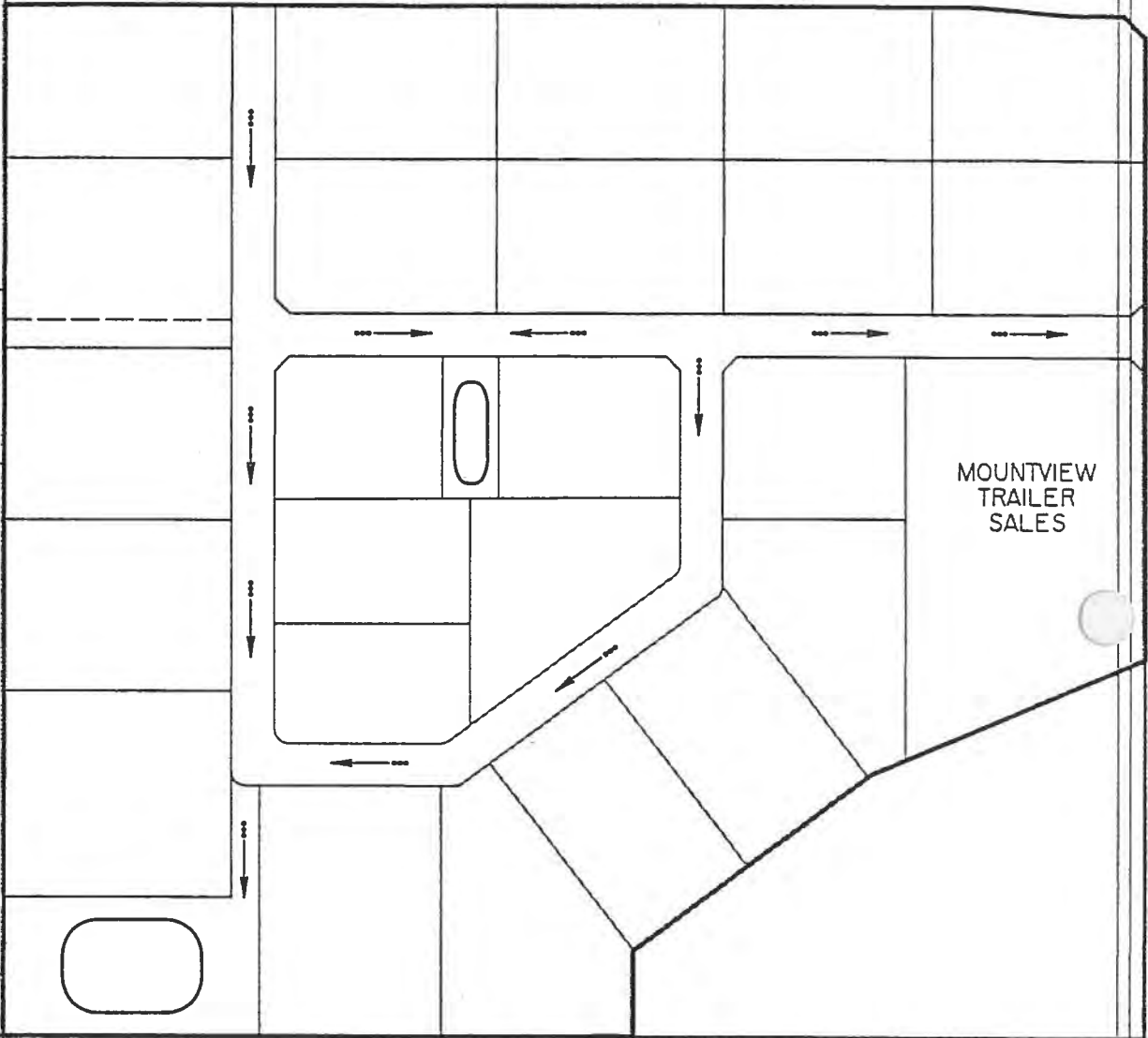
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the northeast corner of the quarter section prior to discharge to the ditch on the east side of the quarter.

<sup>9</sup> Subject to more detailed cost analysis at the time of development.

HIGHWAY 43

NORTHWESTERN UTILITIES R/W





MOUNTVIEW TRAILER SALES

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MOUNTVIEW INDUSTRIAL  
AREA STRUCTURE PLAN  
Figure 5  
SERVICING CONCEPT

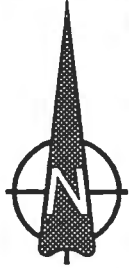
LEGEND

-  DIRECTION OF FLOW
-  STORM RETENTION POND

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HIGHWAY 43

NORTHWESTERN UTILITIES R/W



1

MOUNTVIEW  
TRAILER  
SALES

2

3

ISL JOB NO 3480 SCALE 1:5000



# MOUNTVIEW INDUSTRIAL AREA STRUCTURE PLAN

Figure 6  
PHASING

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